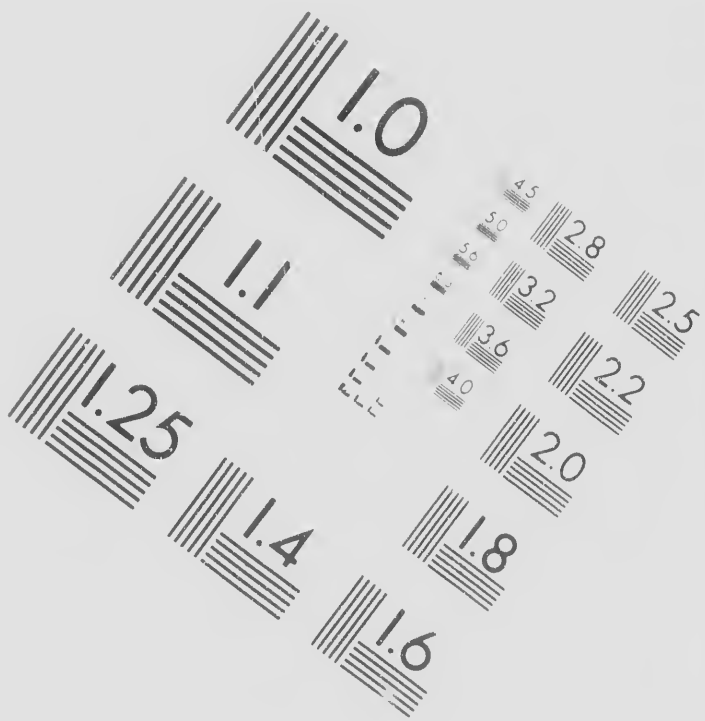


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(CIRCULAR)

SIR,

I now proceed to give some additional instructions in relation to the cargo Act of the 25th instant.

The fourth, fifth, seventh, eighth, fourteenth, and fifteenth sections of the Act, in their nature, or do not relate to your duties.

The Comptroller will give special instructions in relation to the sixth and seventh sections. I will only observe that great caution will be required in the application of the eighth section, and that the thirteenth gives no authority for boarding vessels going to other districts, articles of domestic produce being instead of being obliged to unlade them in conformity with the Act of the 12th March last.

Vessels may in relation to the cargo laws, be divided into three classes:

1. Vessels owned by foreigners in whole or in part. These were already forbidden to take any cargo or to trade with the coast of the last law altogether forbidden to go from one port to another in the same.

2. Boats or vessels exempted by the second section of the Act from the obligation of giving any bond whatever under the provisions of the last act.

3. Vessels whose employment is confined to the coast and lakes within the jurisdiction of the United States, and which are not employed in any foreign trade. The first, third and fourth sections of the Act of the 25th instant, relate to vessels of that description. In order to prevent fraud, the first section may be attended with as little inconvenience as possible, whenever necessary, to appoint temporary inspectors to examine the manifests of the cargo, to grant clearances, and also to issue certificates of landing for goods brought from other districts. Duplicates of these certificates will be sent to the collector or surveyor, in order to be signed by him in the district from which the cargo was imported. They will also be sent to the collector or surveyor, the manifests of cargoes exported from the same district, and certificates of landing, will shew whether the parties named in the manifest as the ostensible port of destination. It may not be necessary to observe that the collector should actually be present when the cargo is landed: he must take as evidence of the fact, a certificate from

RCULAR.)

TREASURY DEPARTMENT,

APRIL 28TH, 1808.

nal instructions respecting the Supplementary Em-

arteleenth, and fifteenth sections, either are of a local

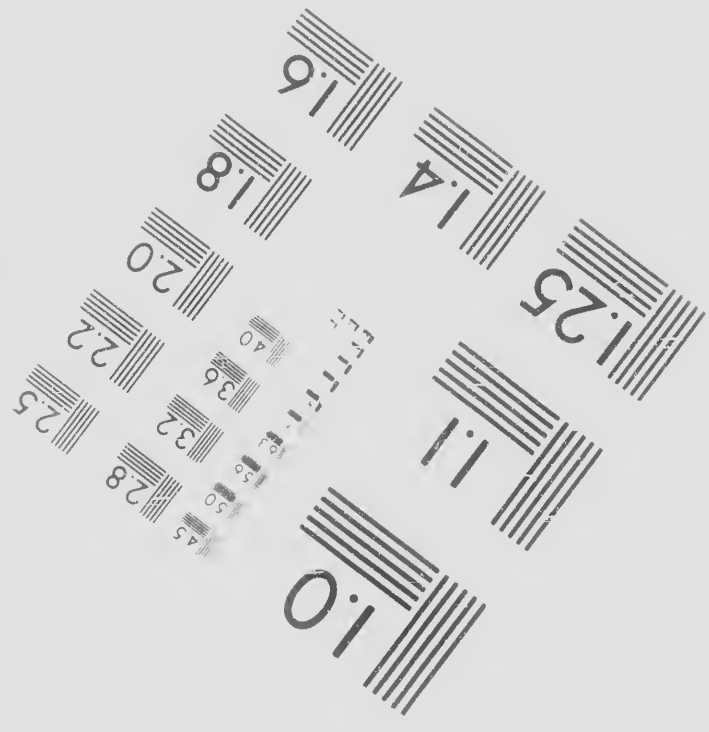
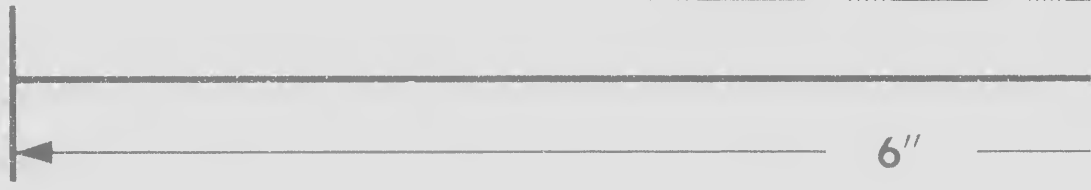
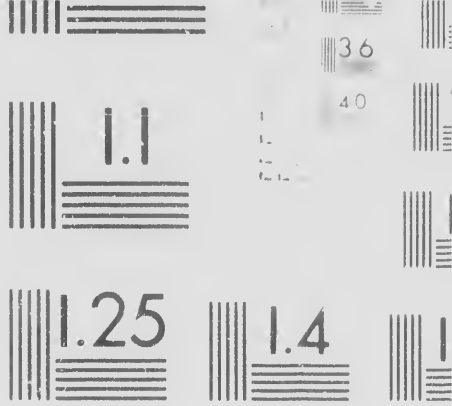
ctions respecting the eighth and thirteenth sec-
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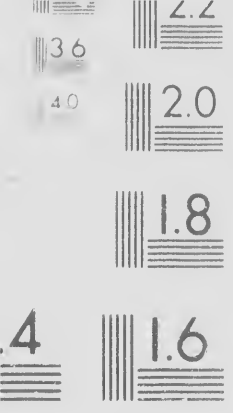
hole or in part, or sailing under a foreign flag.
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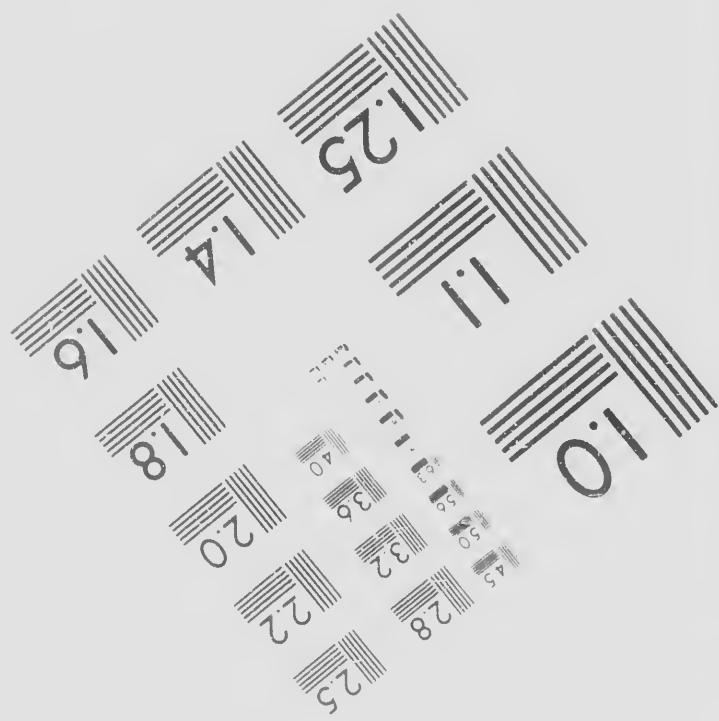
ined to the navigation of bays, sounds, rivers and
States, and which give a general bond no. to be
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and also to give certificates of the landing of car-
ates of those certificates should by them be sent to
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d. They should likewise transmit to the collector
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he parties have actually carried the cargoes to the
be necessary in many instances, that the inspectors
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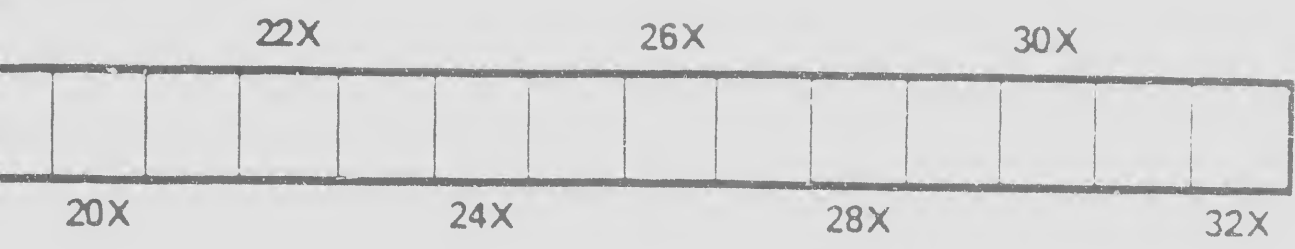
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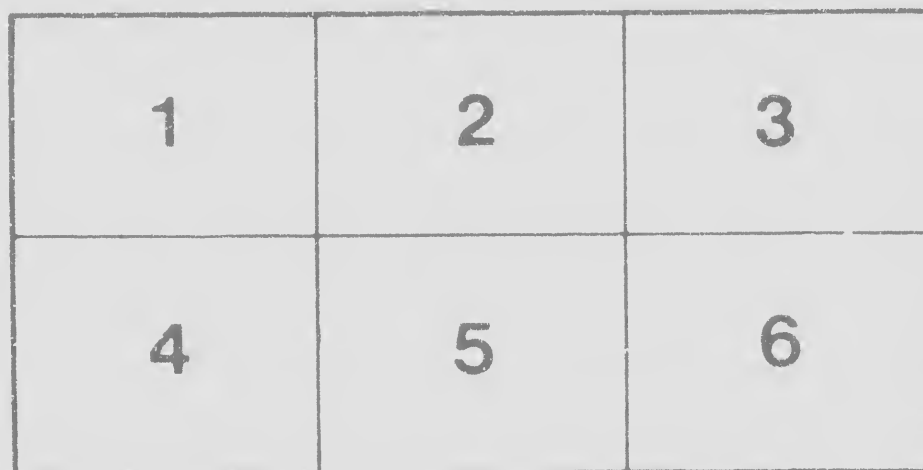
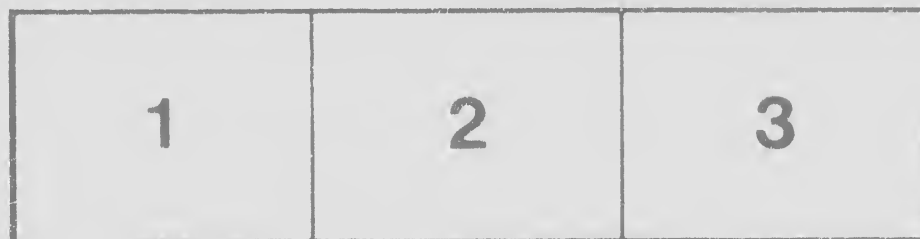
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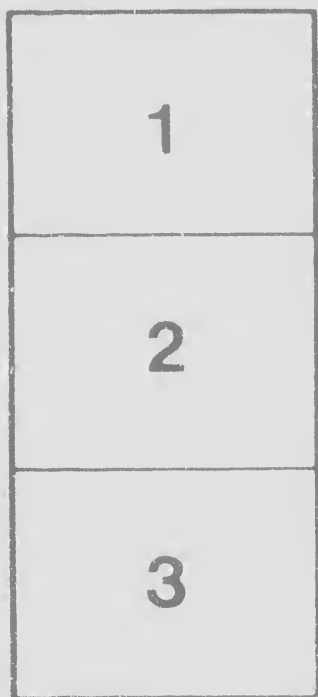
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whenever necessary, to appoint temporary inspectors of manifests of the cargo, to grant clearances, and also to goe brought from other districts. Duplicates of the manifests of the cargo, in order to be signed by the collector or surveyor, in order to be signed by the collector of the district from which the cargo was imported. They will, or surveyor, the manifests of cargoes exported from the certificates of landing, will shew whether the parties are the ostensible port of destination. It may not be necessary to require that the parties should actually be present when the cargo is loaded: but, in such cases, it is proper to take as evidence of the fact, a certificate from the collector or surveyor, also be situations, where such evidence may be received from an inspector. You will, upon the whole, in those cases, in adjacent districts in the same bay or river, and where every facility which is not inconsistent with the provisions of the act, and the fee for a clearance, provided by the tenth section, applied, and will, it is presumed, be amply sufficient to compensate for the obligation of giving any bond are, as well as for the operation of those three sections.

4. All other vessels owned by citizens of the United States, on each voyage, a special bond for the landing of the cargo, and give the bond (D.) formerly transmitted. The second section of the act, and requires no explanation.

The sixth section of the act forbids the departure of any vessel, under the authority of the President, of any vessel having a cargo on board, for a foreign nation. Exclusively of the districts on the coast of the United States, in communication from your district, there are but four of them, to wit, St. Mary's in Georgia, Mobile or Fort St. George, and the President hereby permits all vessels bound to those ports, and which have been previously announced, to sail with such cargo on the day on which you will receive this letter, and to take on board any foreign articles. But this permission does not extend to the power to detain under the authority vested by the eleventh section of the act, for the shipment of other additional articles on board vessels, and all subsequent applications for permission to send vessels to those ports, and all applications for permission to send vessels to those ports, may be made through you; and you will transmit the same to the President, together with your opinion thereon, and such copies of the applications, as may be necessary. In every instance, you will ascertain the tonnage of the vessel and the articles intended to be shipped.

The eleventh section of the act being intended to prevent the departure of vessels under embargo, the President confidently expects that it will be enforced with vigilance, and strictness: and as the decision, in all cases, will rest with him, it is proper to state what, in a general manner, will afford sufficient causes for detention.

1. Direct evidence of any kind, arising either from the suggestions of others, and which ought always to be suffered to depart

inspectors at proper prices, and power to receive and also to give certificates of the landing of cargoes of those certificates should by them be sent to the collector of the duty and transmitted to the collector of the duty. They should likewise transmit to the collector of the duty from the district. These compared with the provisions have actually carried the cargo to the collector in many instances, that the inspectors intended: they may, in such cases as you will cite from any respectable citizen. And there may be received by you, without the intervention of the collector of those districts which have a great intercourse with the coast and where you apprehend no fraud or evasion, give the provisions of the first section. The reduced duty applies solely to vessels of that description, not to compensate the inspectors. Vessels exempt are, as well as packets and ferry-boats, excepted

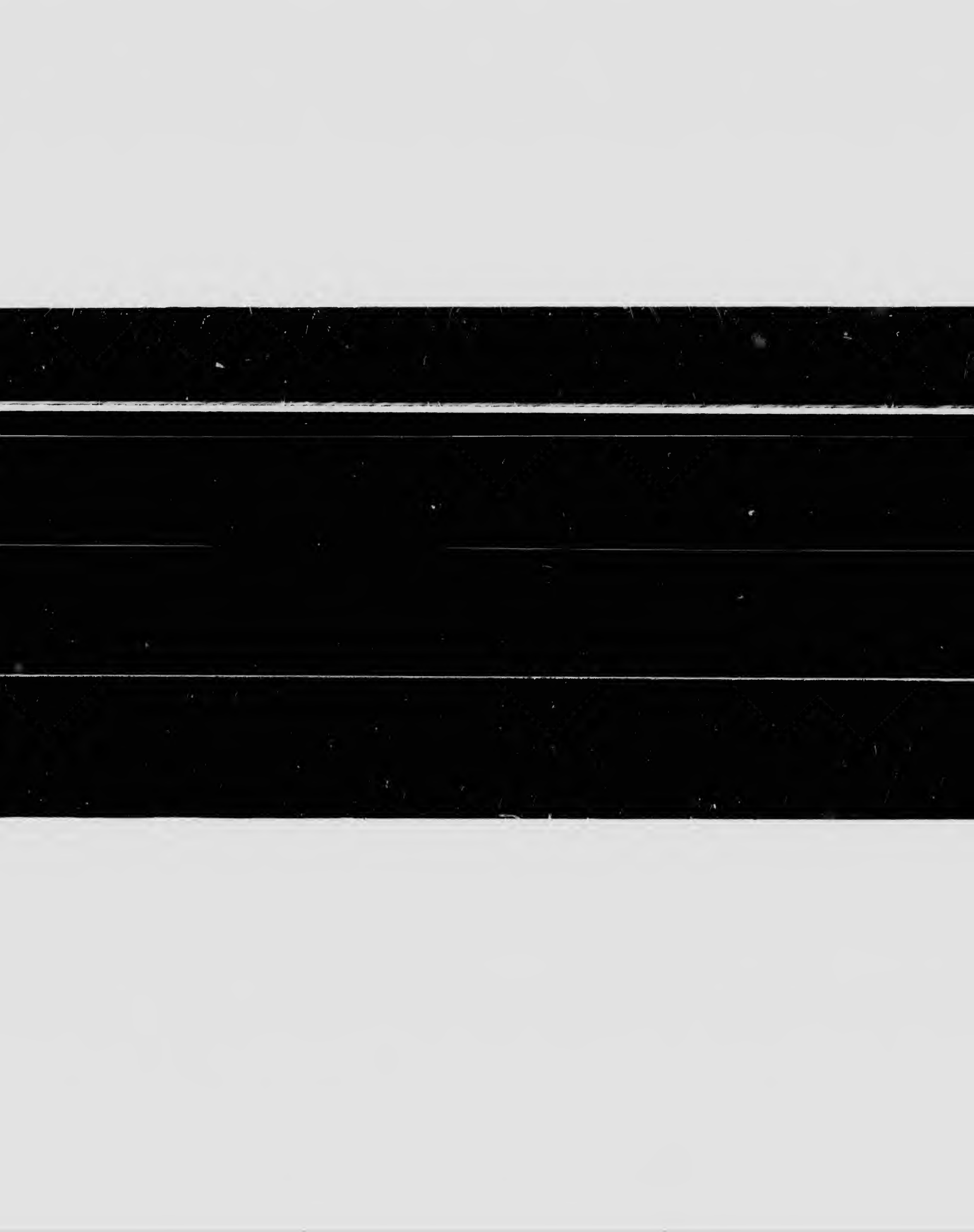
of the United States, embracing all vessels which are engaged in the landing of the cargo, and fishing vessels which are engaged in the landing of the cargo. The second section of the act relates to those ves-

sels which are engaged in the landing of the cargo, without a special permission of the collector of the duty, for any district adjacent to the territory of the United States, with which there is no water communication of that description, viz. Passamaquoddy, in the State of Maine, and Mobile, in the State of Alabama, and to the last mentioned port, whose destination is such cargo as they are actually on board on the day of their departure, and to take in addition thereto stores, bricks, and other articles, and does not extend to any vessel which may be proposed to be engaged in the landing of the cargo, under the eleventh section of the act. And applications for board vessels thus permitted to go to New-Orleans, to send vessels with any cargo whatever to that port, and to Passamaquoddy, St. Mary's or Mobile, must be referred to the President's decision, to this department, and such observations as you may think proper to make, the names of the parties, vessels, and cargoes intended to be shipped.

It is intended effectually to prevent any evasion of the provisions that it will be carried in or effect with fidelity, viz. in all cases of detention under that section, will be referred to the President's decision, to this department, and such observations as you may think proper to make, the names of the parties, vessels, and cargoes intended to be shipped.

It is intended effectually to prevent any evasion of the provisions that it will be carried in or effect with fidelity, viz. in all cases of detention under that section, will be referred to the President's decision, to this department, and such observations as you may think proper to make, the names of the parties, vessels, and cargoes intended to be shipped.

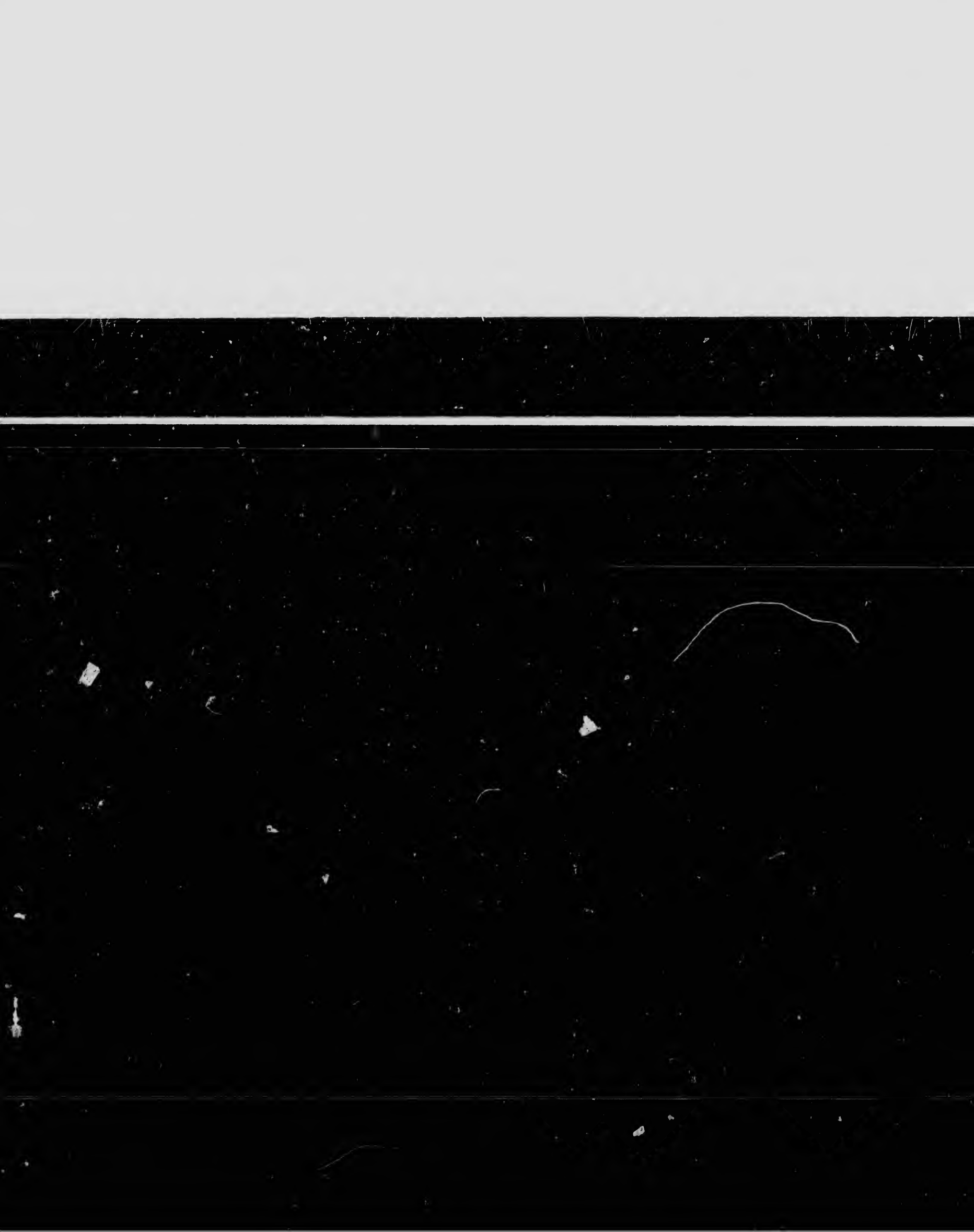


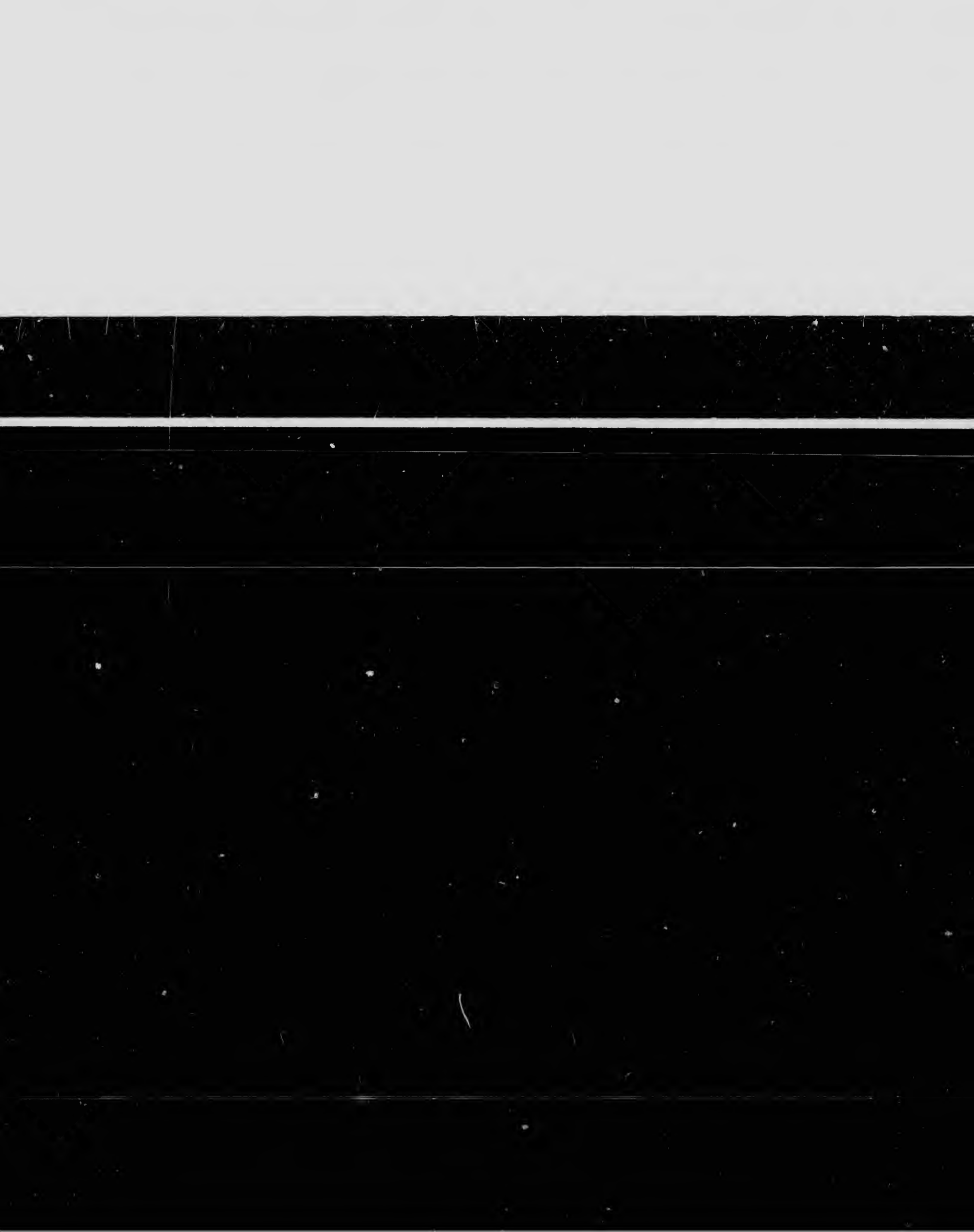




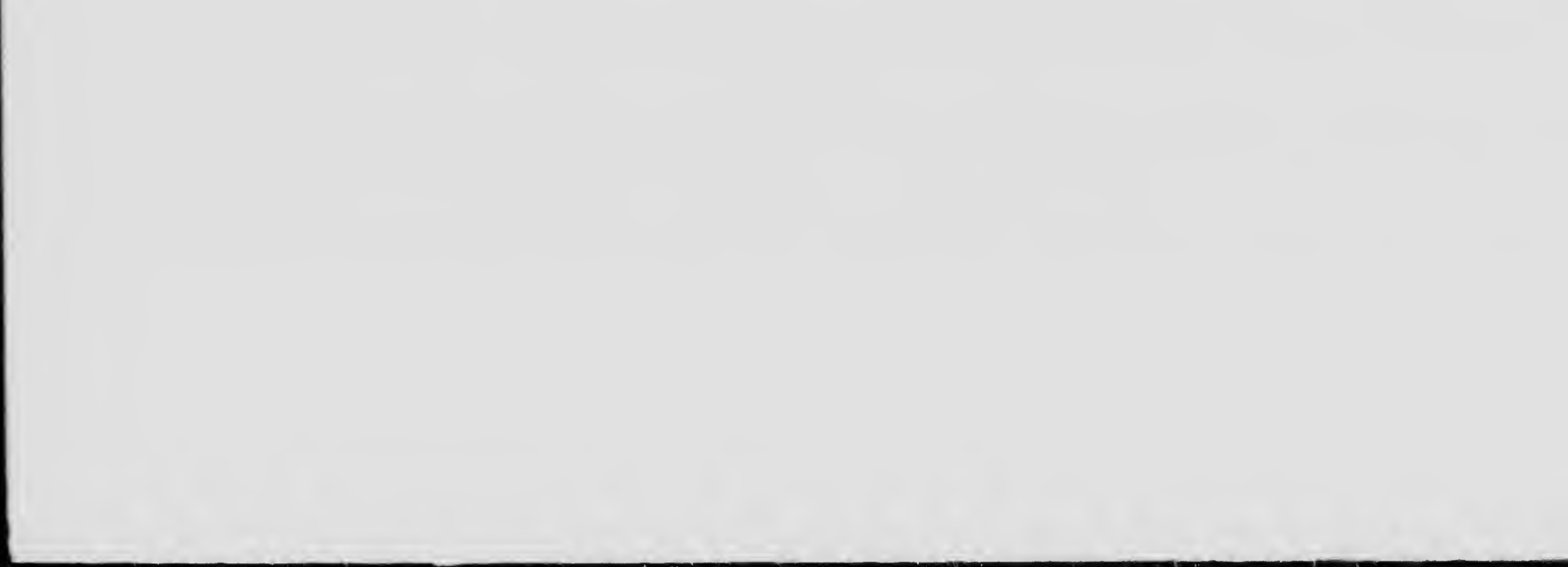












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4. Connections
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The Collector

2. Unusual shipments either as to the species or quantity of articles shipped, or to the port of destination. Your practice and knowledge of the usual course of the coasting trade will easily enable you to judge whether the shipments be intended for the actual consumption or demand of the ostensible port of destination. Provisions of every description, masts, sugar and lumber, naval stores, and all articles consumed in the West-Indies, are particularly suspicious. When shipments exceed the moderate quantities which may be wanted at the port of destination, and are usually shipped there, or when the prices at such place do not justify the voyage, there is just cause for investigation and detention.

3. Former evasions or violations of the embargo, of the non intercourse San Domingo law, or of the acts prohibiting the slave trade, or of the revenue laws. The owners, captains, pilots, or persons connected with former illegal acts, (amongst which may be included the shipments to Passamaquoddy or St. Mary's since the embargo took place, those from New-Orleans, and several other places to foreign ports, with knowledge of the embargo, the sailing of vessels since *blown off* to the West-Indies, &c.) having given just cause of apprehending similar conduct hereafter, shipments in which they are concerned should be arrested until a full investigation has taken place, and the President's decision may be obtained.

4. Connections in business or in shipments with agents of foreign nations, or with persons employed by such agents. The extraordinary shipments to particular quarters give reason to believe that they were made by such agents, or under arrangements with them; the movements of persons connected with or acting under those agents should therefore be strictly watched.

It must, however, be fully understood, that it is not intended to limit the cases where it may be proper to detain vessels, to those just enumerated; but that on the contrary, it is proper that you should detain, investigate and refer in all doubtful cases.

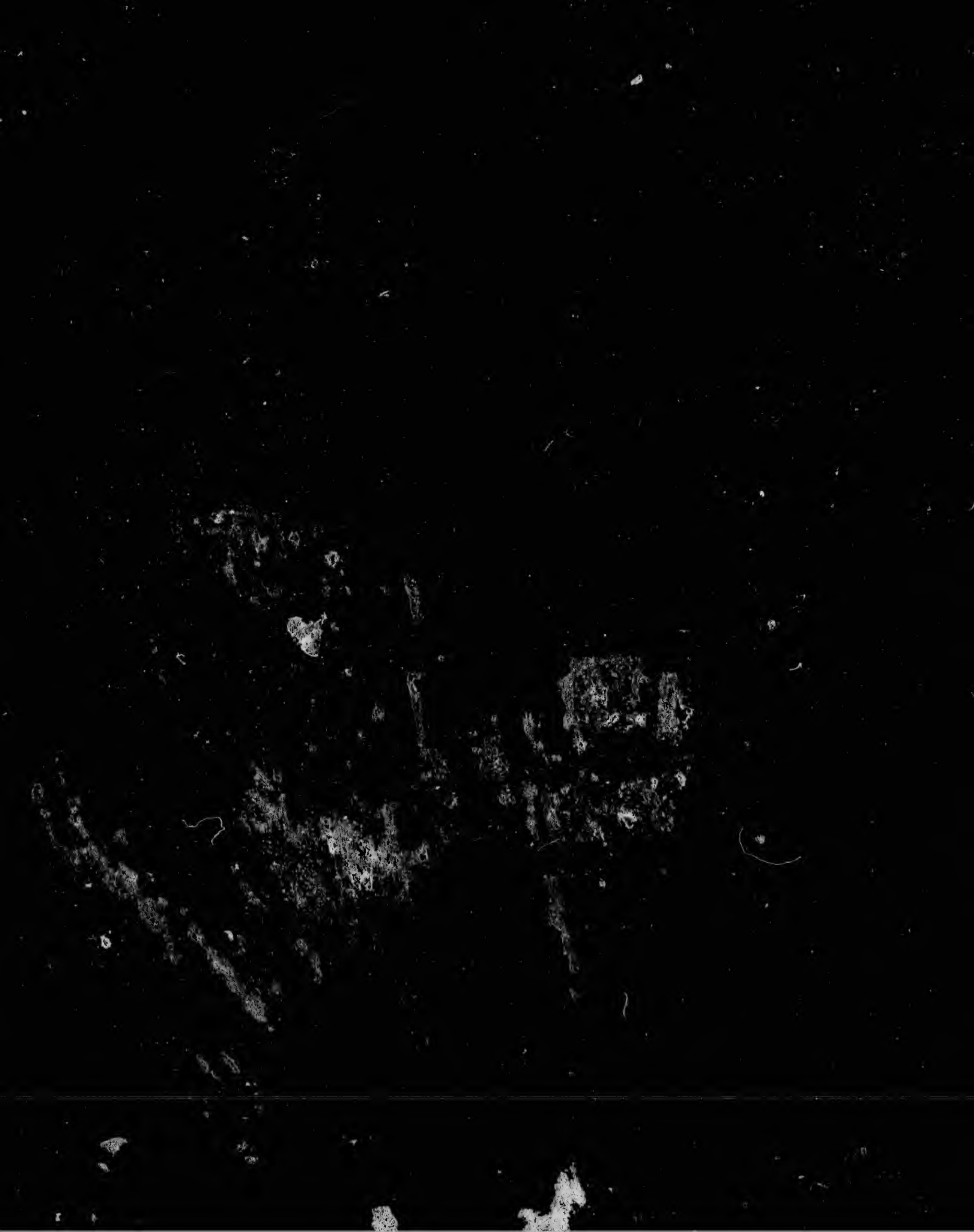
I beg leave to repeat, that no permission will hereafter be granted, to send out vessels in violation of the act under the 7th section of the act of 12th March last.

I am, respectfully,

Your obedient servant,

Collector of



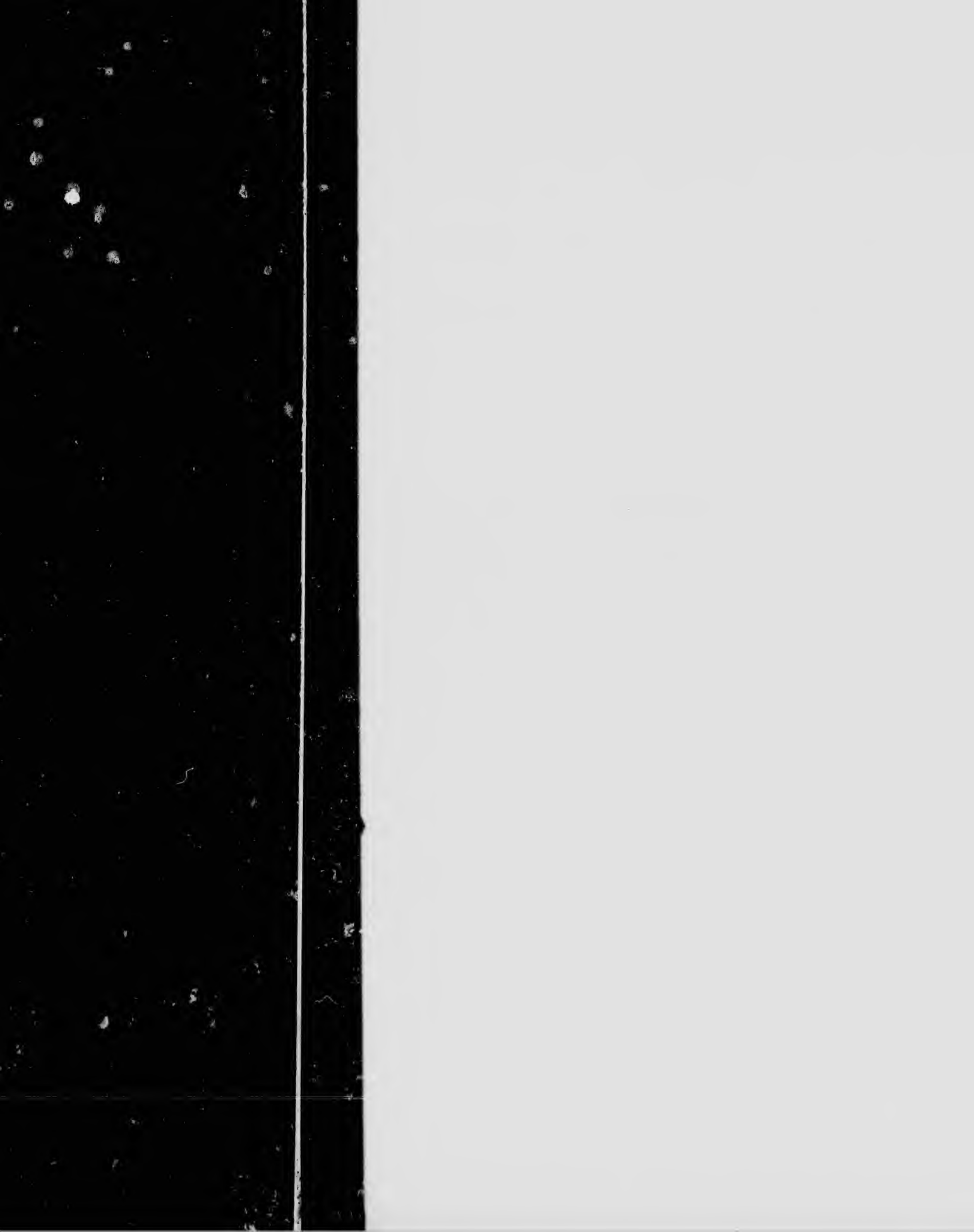












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P. S. The House of Representatives, sensible that the emoluments of office might be increased by the Congress, has directed the Secretary of the Treasury to report, together with a list of emoluments of the collectors, naval officers and surveyors for the present year, his opinion of the cases where a temporary increase may be necessary. The officers will be pleased to transmit as early as possible, the amount of the said emoluments, for the time ending on the 30th of September next.



